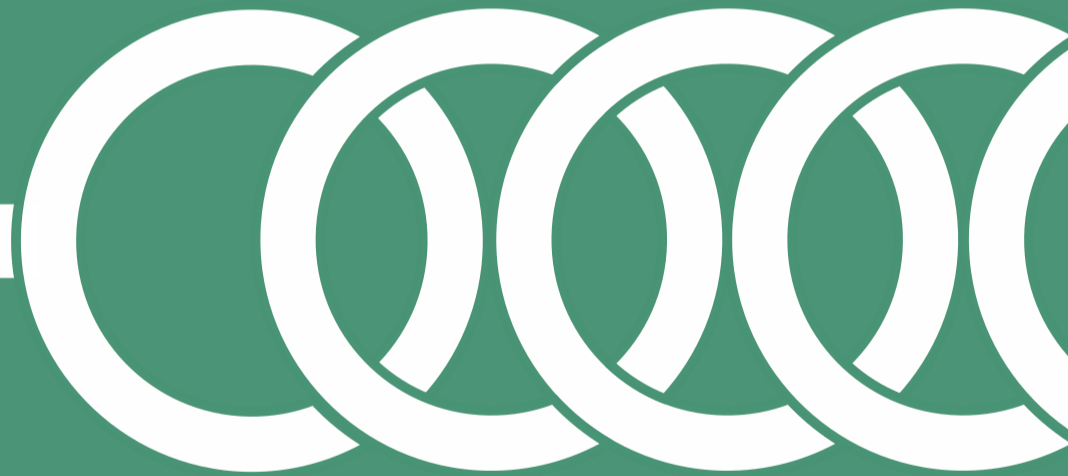


Annual List of Federally Authorized Projects

Fiscal Year 2024



TRI-COUNTY REGIONAL PLANNING COMMISSION

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Annual List of Federally Authorized Projects

Fiscal Year 2024

The Tri-County Regional Planning Commission (TCRPC) is dedicated to providing access to the transportation planning process and associated planning documents to all people regardless of race, color, national origin, sex, socioeconomic status, English proficiency, or disability. TCRPC prepared this document in cooperation with its member jurisdictions, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

Compiled on September 20, 2024



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Acknowledgements

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Introductions

Established in 1958, Tri-County Regional Planning Commission (referred to in this document as TCRPC or Tri-County) serves the Peoria, Tazewell, and Woodford counties, located in Central Illinois and collectively known as the Tri-County Region. The region is comprised of three counties, supporting 48 communities, and over 350,000 residents.

The primary function of TCRPC is to study the needs and conditions of our region and to develop strategies that enhance the region's communities. Tri-County seeks to promote intergovernmental cooperation, regional planning, and a vision for the future by offering a forum for leaders of local government, defining regional issues, setting goals, and cooperatively implementing plans for the Tri-County area. TCRPC is the "Steward of the Regional Vision" in Greater Peoria. Additionally, Tri-County serves as the region's Metropolitan Planning Organization (MPO).

Metropolitan Planning Organizations

Congress passed the Federal-Aid Highway Act of 1962, requiring the formation of MPOs in urbanized areas with a population of 50,000+ to provide multimodal transportation planning. MPOs were created to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. Federal funding for transportation projects and programs in a metropolitan area is allocated through the MPO.

As a result, TCRPC was designated as the MPO for the Peoria-Pekin Urbanized Area by Illinois Governor Dan Walker in 1976. That same year TCRPC established the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) to function as the MPO for the urbanized area. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, was signed into law by President Biden on November 15, 2021, and is the current infrastructure bill that continues the federal requirement for urban transportation planning.

The multimodal transportation planning process brings together state and local jurisdictions, transportation authorities, and interested public members to assist in creating transportation policy and developing comprehensive plans that reflects the transportation vision for the future within the 20-Year Metropolitan Planning Area (MPA).

Planning Area

The region's Urbanized Area (UZA) spans three counties, incorporates 16 municipalities, and services over 240,000 residents. The UZA includes larger communities like Peoria and Pekin, as well as smaller communities like Bartonville and Germantown Hills. Additionally, the MPA, which is the UZA plus the adjacent area expected to urbanize within 20 years, incorporates eight additional municipalities and increases the population by over 55,000.

The MPA is the full jurisdictional area of the MPO. As explained above, the MPA contains the UZA and the adjacent land likely to urbanize in the next 20 years. The Peoria-Pekin UZA is defined by the Census Bureau and represents the built-up core of the Greater Peoria region.

The Census Bureau defines an UZA as "a densely settled [area] that meets minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core."

The MPO and IDOT collaborate to create an adjusted UZA for the purpose of transportation planning. The adjusted UZA includes the Census Bureau UZA, small areas necessary to round-off jagged or irregular boundaries, other contiguous areas that the MPO and IDOT consider to be urbanized, and areas likely to be developed within the next five years.

The MPO and IDOT are currently going through the process of updating the UZA based on the 2020 Decennial Census. The current adjusted UZA was adopted in May 2014. The Adjusted UZA is used primarily to determine which roadways are eligible for federal urban funding assistance. Roadways inside the MPA but outside the Adjusted UZA are eligible for both urban and rural funding assistance. A map of the Adjusted UZA and MPA is included may be found on the following page.

2010 Urbanized Area and 20-Year Planning Boundary

Approved by PPUATS Policy Committee May 7th, 2014
Map Created November 2021

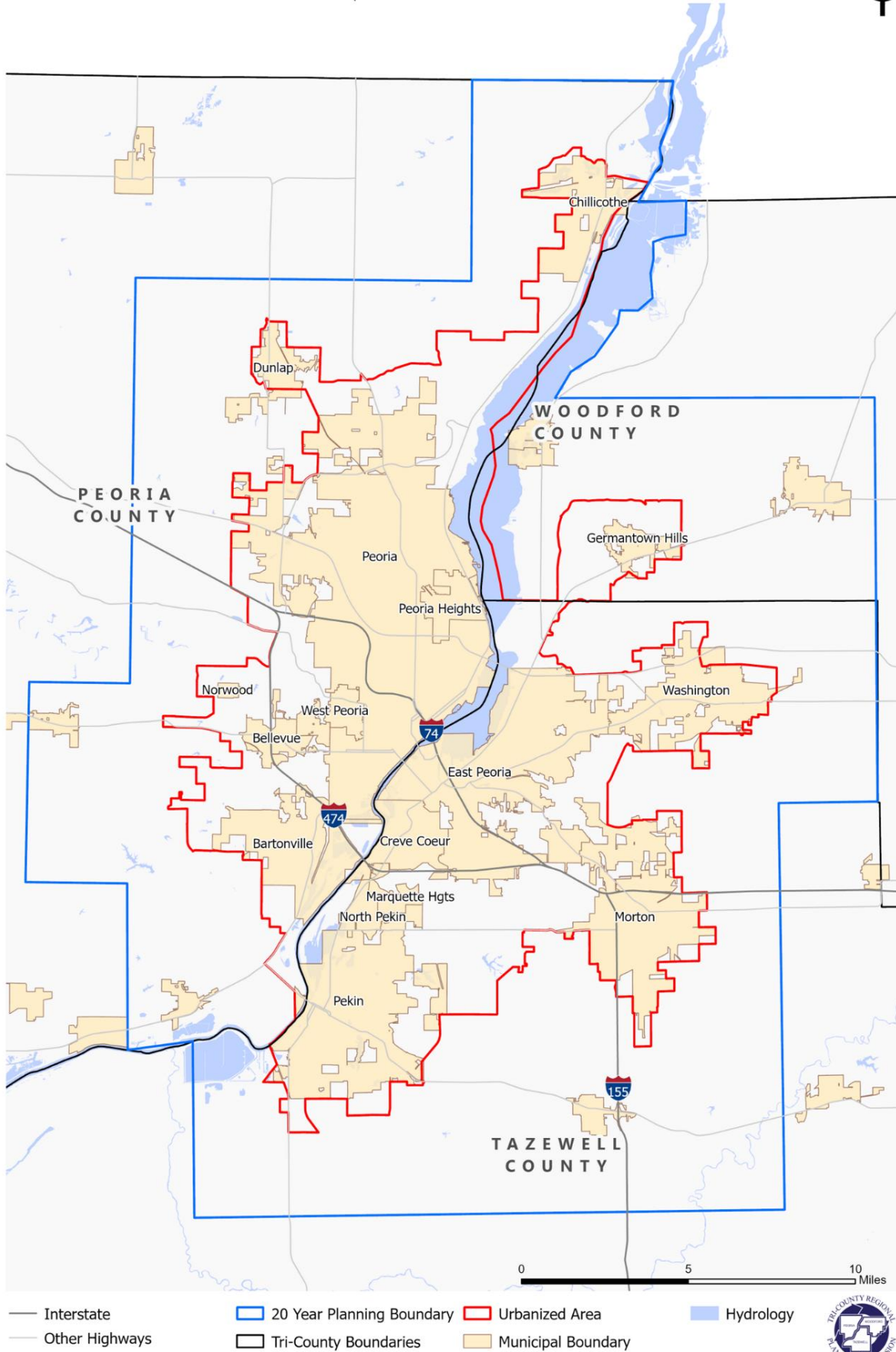


Figure 1: Peoria-Pekin Urbanized Area and 20-Year Planning Boundary

Organization and Duties

The Tri-County Regional Planning Commission (TCRPC) is the MPO for the Peoria-Pekin Urbanized Area. Representation on the Commission is drawn from elected officials and staff of local municipalities and counties, along with the Peoria International Airport, the Greater Peoria Mass Transit District (CityLink), and the Illinois Department of Transportation (IDOT). The MPO is comprised of two boards: the Full Commission (TCRPC's governing board) and a Technical Committee.

From 1976 to 2021, the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Policy Committee functioned as the MPO for the Peoria-Pekin urbanized Area. On July 1, 2021, the PPUATS Policy Committee merged with TCRPC to represent the region more effectively by join the Regional Planning Commission (RPC) and MPO as one united front and reducing redundancies between the Full Commission, TCRPC's governing board, and PPUATS Policy Committee. Following the merger, the Full Commission assumed the MPO responsibilities and functions as the Policy Committee.

As the MPO, the Full Commission function is to determine transportation policy within the framework of the urban transportation planning process. The Full Commission is required to vote on Technical Committee recommendations. The MPO Technical Committee is made up of individuals appointed by their respective MPO jurisdictions. Most of the individuals are public works and/or engineering staff. Throughout the year the Technical Committee reviews and recommends planning policies and measures to the Full Commission.

The following four comprehensive, coordinated, and cooperative documents were developed and recommended by the Technical Committee, and approved by the Full Commission:

Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is a comprehensive proposal for the further development, improvement, and maintenance of the major transportation systems for the Peoria Metropolitan Area. The LRTP has a 20-year (minimum) time horizon and addresses all modes of transportation: highway, transit, freight, and enhancement. The LRTP is updated every five years. The latest LRTP was adopted by the PPUATS Policy Committee in June 2020.

Transportation Improvement Program

The Transportation Improvement Program (TIP) proposes expenditures using federal dollars for transportation improvements scheduled for the next four years. The listing includes all transportation projects proposed within the 20-Year Metropolitan Planning Area for the Peoria Metropolitan Area. The listing establishes priorities and is financially constrained (i.e., a project can only be included if there is a reasonable expectation of sufficient funding for its completion). The TIP is updated and approved by TCRPC annually.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is prepared annually to direct day-to-day work of the TCRPC staff and committees. The UPWP outlines specific planning activities to be accomplished in the coming fiscal year and assigns responsibilities to the various TCRPC departments. The bulk of the work is funded by grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Public Participation Plan

Since its inception, TCRPC has been actively committed to involving the public in its planning process. Mailings, public notices, and frequently updated postings to TCRPC website are all common methods utilized to keep the public informed of projects, documents, and public input sessions. TCRPC maintains a Public Participation Plan (PPP) which was last updated and approved in June 2021.

Annual Listing of Obligated Projects

The IIJA outlines the requirement for MPOs to publish an annual listing of obligated projects (ALOP) for which Federal funds have been given in the preceding year, including a listing of pedestrian and bicycle projects. From 23 U.S. Code § 134:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the [Transportation Improvement Program].”

This report is published in response to the above-mentioned criteria by listing all federally funded transportation projects in the MPA that were obligated during the state fiscal year (FY) 2024 from July 1, 2023, to June 30, 2024. For FHWA projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated. For FTA projects, obligation occurs when the FTA grant is awarded.

Within this context, an obligation is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the Federal agency and funds have been obligated. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. This report's second purpose is to provide increased transparency of government spending on transportation projects and strategies to state and local officials, and to the public.

Surface Transportation Projects

This report lists highway projects that received federal funding during FY 2024. Approximately \$51.58 million in federal funds and approximately \$493,000 thousand in state advance construction funds were obligated for regional transportation projects between July 1, 2023, and June 30, 2024. A listing of acronyms and funding sources may be found in the appendices of this document.

Advanced Construction

Some projects in the Obligated Projects List are advanced construction projects. The definition of “Advanced Construction” and current operating procedures come from the Statewide Transportation Improvement Program (STIP):

“Advanced Construction (AC) is a cash flow management tool that allows IDOT to begin projects with State funds and later convert these projects to Federal assistance. Advance Construction allows IDOT to request and receive approval to construct Federal-aid projects in advance of the apportionment of authorized Federal-aid funds. Under normal circumstances, states “convert” advance-constructed projects to Federal aid at any time sufficient Federal-aid funds and obligation authority are available. The department’s [IDOT] longstanding policy is to maximize the number of projects eligible for federal reimbursement.... The department’s [IDOT] new practice is to place all federally eligible highway projects on AC status at the time of authorization and to then convert projects to current funded status as needed to use up available apportionment obligation ceiling. When this occurs, the MPO’s are notified electronically. In like fashion, this STIP document indicates planned amounts of AC conversation in each fiscal year.”

Project listing

The Annual Listing of Federally Authorized Surface Transportation Projects begins on the following page.

TIP/STIP Number	State Job Number	Federal Project Number	Project Description	Funding Program	Earliest Authorization Date	Advanced Construction	Federal Funds	State	Local	Total
S-24-08	C-94-073-09	Z14H(414)	Bridge replacement of structure carrying Airport Road over I-474	NHS BRDG PENLTY	07/27/2023	\$ -	\$8,721,932.50	\$969,105.17	\$ -	\$9,691,037.67
S-20-16	C-94-099-14	ARSL(797)	Bridge repairs and standard overlay on IL 8/IL 116 from Cedar St Bridge to TP&W RR bridge over Richland St, Edmund St and Center St in East Peoria	NHS BRDG PENLTY	09/19/2023	\$ -	\$8,216,414.00	\$2,054,106.00	\$ -	\$10,270,520.00
S-20-16	C-94-099-14	ARSL(797)	Bridge repairs and standard overlay on IL 8/IL 116 from Cedar St Bridge to TP&W RR bridge over Richland St, Edmund St and Center St in East Peoria	NHPP IIJA	09/19/2023	\$ -	\$4,964,223.00	\$1,241,057.00	\$ -	\$6,205,280.00
PC-23-01	C-94-022-22	E750(768)	Pavement reconstruction, PCC pavement, PCC shoulders, curb and gutter replacement, storm sewer replacement, signing, pavement markings, traffic signal installation and lighting.	STBG FLEX IIJA	12/02/2022	\$ -	\$3,634,690.71	\$ -	\$2,423,127.15	\$6,057,817.86
SIG/2023	C-94-075-21	26MY(562)	Bridge replacement on IL 8 at Kickapoo Creek, 0.5 mi E of Oak Hill	HIP BFP	05/05/2023	\$ -	\$3,267,836.00	\$816,960.00	\$ -	\$4,084,796.00
B/2025	C-94-027-17	TRH1(055)	Bridge deck replacement on I-74 at CH 18 (Overhead) 3 mi E of Spoon River and at IL 78 (Overhead), 1 mi E of Knox County Line	NHPP IIJA	11/29/2023	\$ -	\$2,872,641.00	\$319,185.00	\$ -	\$3,191,826.00
W-24-03	C-94-070-23	CWV8(099)	Proposed work will include HMA and PCC paving, storm sewer, sidewalks, curb and gutter, traffic signals, signage, a multi-use path, and pavement markings	HWY SAFETY IIJA	06/28/2023	\$ -	\$2,700,000.00	\$300,000.00	\$ -	\$3,000,000.00
S-23-03	C-94-101-20	NCUJ(195)	Standard overlay and ADA improvements on IL 29 from N of Truitt Ave to S of Cloverdale Rd	NHPP IIJA	03/14/2023	\$ -	\$2,615,552.00	\$624,521.00	\$159,132.00	\$3,399,205.00
PC-24-01	C-94-005-22	VK03(277)	Replacement of the approach slabs, bridge deck, parapets, beams, diaphragms, joints and bearings, repairs to the abutments and the reconstruction of the approaches.	HIP BFP	09/22/2023	\$ -	\$2,485,000.00	\$ -	\$1,515,000.00	\$4,000,000.00

S-18-37	C-94-002-16	QKFV(661)	Resurfacing on US 24 B from E of Lynn St in Washington to US 24.	STBG FLEX FAST	04/11/2018	\$ -	\$3,388,665.72	\$847,166.44	\$ -	\$4,235,832.16
SIG/2024	C-94-045-20	ZH0Y(896)	Superstructure replacement and the reconstruction of the approaches.	HIP BFP	04/27/2023	\$ -	\$1,619,200.00	\$ -	\$404,800.00	\$2,024,000.00
S-19-12	P-94-009-19	ZERK(053)	Preliminary Engineering services required to rehab EB & WB Structures involving replacement of bridge decks, approach slabs, bearings under deck joints, fascia bearings, expansion joints and reconstruction of abutment backwalls, wing wall modifications, pier repairs, rip rap replacement around Pier 2 and bridge painting; mill & resurface roadway; remove & replace guardrail attached to the bridges. Work includes but is not limited to: construct two median crossovers for staging & traffic control, perform drainage calculations for inlet scrubber spacing and incorporate details of potential utility conflicts, prepare Sediment & Erosion Control plans; project coordination & plan review meetings and site visit; Storm Water Pollution Prevention Plan & 404 Wetlands report.	NHPP IJJA	06/22/2021	\$ -	\$1,617,983.00	\$179,776.00	\$ -	\$1,797,759.00
S-20-44	P-94-024-18	ESPL(325)	Preliminary Engineering required for the rehab of WB McClugage Bridge over the Illinois River & WB FAP US 150 Bridge over Adams Street. Work required but not limited to: establish horizontal/vertical control with the addition of eight control points & survey for median fore slopes, ramps & drainage; Storm Water Pollution Prevention Plan; bridge design over the Illinois River involving expansion bearings & repair/strengthen structural steel members and bridge design over Adams St. involving reconfiguring existing abutments to a semi-integral configuration & replace expansion bearings; roadway improvements to develop alignment to transition crown location, calculate cross-slopes & modifications to IL 29 Ramp; Maintenance of Traffic Plan with three geometric updates; develop drainage plan/hydraulic design for relocation of existing storm sewer inlet; Preliminary/Pre-Final /Final Plans;	NHPP IJJA	09/09/2020	\$ -	\$1,770,936.03	\$442,734.02	\$ -	\$2,213,670.05

			team project & IDOT meetings; construction assistance to design/detail unforeseen steel repairs.							
PC-25-02	C-94-016-23	N9LY(312)	Earth excavation, HMA shoulders, rumble strips, and pavement markings.	HRRR SPEC IIJA	02/28/2024	\$ -	\$1,243,474.00	\$ -	\$138,166.00	\$1,381,640.00
S-18-24	P-94-014-17	354T(405)	The Third Supplement proposes additional structural design required for necessary profile changes. A previous truss modification changed the way the truss deflects and significantly changed the existing profile grade in Span 4, 5 and 6. The Consultant will develop a new proposed profile grade for the deck replacement with improved cross slopes, taller parapets, median barrier and strengthening load capacity of some trusses; rehabilitation plans will be revised as needed. Updates required for the detour traffic models and contract plans for the bridge rehabilitation due to the elimination of the roundabout construction at the intersection of River Road & Camp Street in East Peoria.	NHPP FAST	10/30/2017	\$ -	\$1,823,104.68	\$202,567.19	\$ -	\$2,025,671.87
B/2024	C-94-060-21	TQG7(735)	Bridge preservation on IL 17 at Senachwine Creek Trib, 0.3 mi W of TR 24 & on IL 29 at Thenius Creek S of Thenius Rd & at Gimlet Creek N of Elm St	NHPP FAST	09/19/2023	\$493,469	\$856,000.00	\$337,368.00	\$ -	\$1,686,837.00
B/2024	C-94-046-23	140Z(285)	Replace the superstructure, repairs to the abutments and piers and the reconstruction of the approaches.	HIP BFP	01/26/2024	\$ -	\$800,000.00	\$ -	\$200,000.00	\$1,000,000.00
S-24-08	C-94-073-09	Z14H(414)	Bridge replacement of structure carrying Airport Road over I-474	NHS BRDG PENLTY	07/27/2023	\$ -	\$789,037.50	\$87,670.84	\$ -	\$876,708.34
S-23-10	C-94-041-23	AEWR(180)	Bridge painting at various locations in District 4	STBG FLEX IIJA	05/05/2023	\$ -	\$765,511.50	\$191,378.00	\$ -	\$956,889.50
S-24-17	C-94-084-23	QJ4I(014)	Bridge painting at various locations in Dist 4	STBG FLEX FAST	09/19/2023	\$ -	\$657,860.94	\$164,465.24	\$ -	\$822,326.18
S-18-11	D-94-036-15	MFYW(952)	Preliminary Engineering services required for reconstruction of the Cedar Street Extension over Tazewell & Peoria Railroad and IL 29. Work includes but is not limited to: field survey; resolve recommendations from the Roadway & Structural Geotechnical Report; reconcile utility & refine plans for work adjacent to the railroad; prepare preliminary roadway & lighting plans, revise Maintenance of Traffic; update foundation design, updates for utility conflicts, header beams and produce subsurface	NHPP IIJA	07/20/2020	\$ -	\$2,260,000.00	\$565,000.00	\$ -	\$2,825,000.00

			model; update final plans to incorporate Bride Operations comments; revisions to bridge deck elevations & modification of Scrubber design; develop retaining walls drainage solution and redesign retaining walls due to utility conflicts, utilize Value Engineering including Erosion Control Plans; additional management & administration.							
S-24-12	C-94-077-23	PDSS(788)	Remove and replace guardrail and end sections on IL 98 from McNaughton Park Dr to Springfield Rd and on IL 18 from IL 89 to Meridian Rd	HWY SAFETY IJJA	07/27/2023	\$ -	\$530,295.00	\$58,924.00	\$ -	\$589,219.00
S-23-14	C-94-049-22	CW5U(969)	Pavement widening for left turn lane, resurfacing and drainage improvements on IL 116 at Cameron Lane	HWY SAFETY IJJA	05/05/2023	\$ -	\$1,473,369.00	\$163,709.00	\$ -	\$1,637,078.00
B/2024	C-94-060-21	TQG7(735)	Bridge preservation on IL 17 at Senachwine Creek Trib, 0.3 mi W of TR 24 & on IL 29 at Thenius Creek S of Thenius Rd & at Gimlet Creek N of Elm St	HIP BFP	09/19/2023	\$ -	\$437,152.00	\$109,289.00	\$ -	\$546,441.00
S-24-16	C-94-083-23	CEMF(858)	Bridge washing of various structures in District 4	STBG FLEX IJJA	12/05/2023	\$ -	\$421,701.66	\$105,427.54	\$ -	\$527,129.20
B/2023	C-94-018-22	AYS0(285)	Box culvert replacement, reconstruct the approaches and pavement markings.	HIP BFP	12/02/2022	\$ -	\$412,976.10	\$103,244.05	\$ -	\$516,220.15
S-24-17	C-94-084-23	QJ4I(014)	Bridge painting at various locations in Dist 4	STBG FLEX IJJA	09/19/2023	\$ -	\$374,520.00	\$93,631.00	\$ -	\$468,151.00
S-23-12	C-94-039-23	6Z7E(825)	Traffic signal mast arm replacement at IL 8/ IL 1116 and Washington St in Peoria	NHPP FAST	01/26/2023	\$ -	\$325,030.00	\$81,258.00	\$ -	\$406,288.00
PC-23-01	C-94-022-22	E750(768)	Pavement reconstruction, PCC pavement, PCC shoulders, curb and gutter replacement, storm sewer replacement, signing, pavement markings, traffic signal installation and lighting.	STBG FLEX FAST	12/02/2022	\$ -	\$615,309.29	\$ -	\$410,206.20	\$1,025,515.49
S-23-13	C-94-038-23	P2J3(827)	Traffic signal mast arm replacement at the intersections of Illinois Route 78 (Main Street) and Vine Street, and Illinois Route 78 (Main Street) and Ash Street in the city of Canton in Fulton County, and Illinois Route 29 (Adams Street) and Spring Street in the city of Peoria in Peoria County.	NHPP FAST	05/05/2023	\$ -	\$188,171.00	\$25,661.00	\$33,981.00	\$247,813.00
B/2021	C-94-060-16	HR15(494)	Box culvert replacements on US 150, 0.9 Mi E of Mackinaw River and over a stream 0.2 mi E of TR 150 E of Congerville	STBG FLEX EXT	08/05/2021	\$ -	\$124,933.57	\$31,233.61	\$ -	\$156,167.18

S-22-14	P-94-004-20	W5JM(683)	Preliminary Engine required for design of proposed retaining walls along IL 29 (total length approx 2.8 miles). Work includes but is not limited to: preparation of Structure Geotechnical Report and geotechnical subsurface exploration with approx. 105 soil borings; Wall Type Study which includes development of wall surface aesthetic treatments, drainage analysis and Type, Size & Location drawings; communication/coordination between Consultant, the Department and applicable agencies, meetings with Bridge Office, City of Peoria, Village of Peoria Heights & Peoria Park District.	NHPP FAST	11/17/2022	\$ -	\$1,060,000.00	\$265,000.00	\$ -	\$1,325,000.00
B/2023	C-94-061-21	SH8T(617)	Bridge deck overlay and scour mitigation on IL 8 at Walnut Creek, 0.4 Mi E of IL 78	HIP BFP	01/11/2023	\$ -	\$565,047.34	\$141,261.84	\$ -	\$706,309.18
B/2021	C-94-060-16	HR15(494)	Box culvert replacements on US 150, 0.9 Mi E of Mackinaw River and over a stream 0.2 mi E of Congerville	STBG FLEX IJJA	08/05/2021	\$ -	\$88,842.84	\$22,210.71	\$ -	\$111,053.55
B/2021	C-94-060-16	HR15(494)	Box culvert replacements on US 150, 0.9 Mi E of Mackinaw River and over a stream 0.2 mi E of Congerville	STBG <5K IJJA	08/05/2021	\$ -	\$2,134,311.58	\$533,578.43	\$ -	\$2,667,890.01

SIG/2022	P-94-023-20	GDBG(131)	Preliminary Engineering for the reconstruction of 2 structures carrying I-74 over the Mackinaw River. The structures are four span bridges supported by steel beams with a structure length of 422 feet; It is anticipated these structures will be fully replaced. Work includes but is not limited to: an initial field visit; perform topographical survey, provide horizontal/vertical survey report, establish vertical survey control- two National Geographical Survey monuments identified, perform bridge & hydraulic stream surveys; provide land survey depicting approx. intersection land lines; establish existing horizontal alignments & develop one proposed alternative alignment for each bridge, prepare roadway typical sections, plot existing profile & selected vertical alignment, prepare cross sections, design proposed ditches in reconstructed areas of the bridges & roadway approaches, analyze crash data; prepare Traffic Management Plan, prepare alternative traffic control applications, geometric design criteria, traffic impacts of facilities in the vicinity and the Opinion of Probable Construction Costs for one preferred alternative, perform traffic queuing analysis, prepare concept level maintenance of traffic staging & exhibits for preferred alternative, one bridge will be closed with construction of the opposite bridge; prepare pavement design, erosion control evaluation, bike analysis; perform hydraulic analysis & develop the design discharges for proposed structures, prepare hydraulic report; perform bridge inspections & economic evaluation; prepare structure reports of potential structure type, size & end treatments, submit TS&L with revisions as needed; review & prepare soil borings, perform 12 borings, collect streambed samples for scour analysis, rig travel required for access to I-74 bridge pier locations, prepare Structure Geological Report for each bridge; prepare & attend meetings; environmental & permit coordination, prepare monthly progress evaluation.	NHPP FAST	08/25/2021	\$ -	\$58,500.00	\$6,500.00	\$ -	\$65,000.00
B/2023	C-94-073-21	GIMV(024)	Bridge deck sealing at various locations in D4	STBG FLEX IIIA	03/21/2023	\$ -	\$20,459.33	\$5,114.89	\$ -	\$25,574.22

SIG/2022	P-94-023-20	GDBG(131)	Preliminary Engineering for the reconstruction of 2 structures carrying I-74 over the Mackinaw River. The structures are four span bridges supported by steel beams with a structure length of 422 feet; It is anticipated these structures will be fully replaced. Work includes but is not limited to: an initial field visit; perform topographical survey, provide horizontal/vertical survey report, establish vertical survey control- two National Geographical Survey monuments identified, perform bridge & hydraulic stream surveys; provide land survey depicting approx. intersection land lines; establish existing horizontal alignments & develop one proposed alternative alignment for each bridge, prepare roadway typical sections, plot existing profile & selected vertical alignment, prepare cross sections, design proposed ditches in reconstructed areas of the bridges & roadway approaches, analyze crash data; prepare Traffic Management Plan, prepare alternative traffic control applications, geometric design criteria, traffic impacts of facilities in the vicinity and the Opinion of Probable Construction Costs for one preferred alternative, perform traffic queuing analysis, prepare concept level maintenance of traffic staging & exhibits for preferred alternative, one bridge will be closed with construction of the opposite bridge; prepare pavement design, erosion control evaluation, bike analysis; perform hydraulic analysis & develop the design discharges for proposed structures, prepare hydraulic report; perform bridge inspections & economic evaluation; prepare structure reports of potential structure type, size & end treatments, submit TS&L with revisions as needed; review & prepare soil borings, perform 12 borings, collect streambed samples for scour analysis, rig travel required for access to I-74 bridge pier locations, prepare Structure Geological Report for each bridge; prepare & attend meetings; environmental & permit coordination, prepare monthly progress evaluation.	NHPP FAST EXT	08/25/2021	\$ -	\$594,000.00	\$66,000.12	\$ -	\$660,000.12
B/2021	C-94-033-17	VCKL(308)	Replace the bridge carrying FAS 462 (CH 14 / Toboggan Ave.) over dry creek, located 2.3 miles east of Green Valley.	STBG FLEX FAST	11/19/2020	\$ -	\$8,846.28	\$2,211.57	\$ -	\$11,057.85

Figure 2: Annual Listing of Federally Authorized Surface Transportation Project

Mass Transit Projects

Mass Transit funds are primarily controlled by the mass transit agency, IDOT, and the Federal Transportation Administration (FTA). The Greater Peoria Mass Transit District, commonly known as CityLink, oversees most of the region's mass transit needs. Transit expenditures are funded through various FTA programs.

Project Listing

The Annual Listing of Federally Authorized Mass Transit Projects is below.

Grant	Source	Federal Funds	State	Local	Total	Description
2023-027-00	5307, Local, TDC	\$ 14,870,800	-	\$ 605,200	\$ 15,476,000	PM, Tire Lease, ADA Contract, A&E, Farebox, Bus Refurbish, Diesel Buses
2023-017-00	5307, TDC	\$ 12,686,987	-	-	\$ 12,686,987	Operating Assistance Emergency Relief
2023-015-00	5339, TDC	\$ 1,282,109	-	-	\$ 1,282,109	Admin Roof, Diesel Buses
2023-010-00	5307, Local	\$ 2,332,000	-	\$583,000	\$ 2,915,000	PM, Tire Lease, ADA Contract
CAP-23-1262-ILL	State	-	\$ 5,317,900	-	\$ 5,317,900	Buses

Figure 3: Annual Listing of Federally Authorized Mass Transit Projects

Appendix A: Abbreviations & Acronyms

Abbreviations of Entities

Abbr.	Entity
BA	Village of Bartonville
C	City of Chillicothe
CC	Village of Creve Coeur
CL	CityLink
EP	City of East Peoria
GH	Village of Germantown Hills
MO	Village of Morton
PC	Peoria County
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
S	State of Illinois
MPO	Tri-County Regional Planning Commission
TZ	Tazewell County
W	City of Washington
WC	Woodford County
WP	City of West Peoria

List of Acronyms

Acronym	Meaning
3-C	Comprehensive, Coordination, and Continuing
ADA	Americans with Disabilities Act of 1990
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
DOT	US Department of Transportation
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GPMTD	Greater Peoria Mass Transit District
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IDOT	Illinois Department of Transportation
IIJA	Infrastructure Investment and Jobs Act

ITEP	Illinois Transportation Enhancement Program
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MFT	Motor Fuel Tax
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NHS	National Highway System
PPUATS	Peoria-Pekin Urbanized Area Transportation Study
PTASP	Public Transportation Agency Safety Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RPC	Regional Planning Organization
5310	Enhanced Mobility of Seniors and Individuals with Disabilities
SMS	Safety Management System
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STP	Surface Transportation Program
STR	Surface Transportation Rural

STU	Surface Transportation Urban
TA	Transportation Alternative
TAM	Transit Asset Management
TCRPC	Tri-County Regional Planning Commission
TIP	Transportation Improvement Program
Tri-County	Tri-County Regional Planning Commission
UPWP	Unified Planning and Work Program
USC	United States Code
UZA	Urbanized Area

Appendix B: Funding Sources

Federal Funding Sources

Advanced Transportation Technologies and Innovation (ATTAIN), formerly the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

American Rescue Plan Act (ARPA) provides direct funding to municipalities across the US as a form of economic relief from the COVID-19 pandemic. Some ARPA funds are integrated in the Section 5310 program.

Bridge Investment Program (BIP) provides grants on a competitive basis to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.

Bridge Formula Program (BFP) was established by the IIJA to replace, rehabilitate, preserve, protect, and construct highway bridges.

Capital Investment Grants Program (Section 5309) provides funding for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

Carbon Reduction Program (CRP) was established by the IIJA and provides funds for projects designed to reduce

transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Charging and Fuel Infrastructure Grants (CFI) was established by the IIJA and provides a funding source to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other location within communities that will be accessible to all drivers of alternative fuel vehicles.

Community Project Funding (CPF) is a Congressional Discretionary program that is programmed and allocated on an annual basis by Congress under an Appropriations Act.

Congestion Mitigation and Air Quality (CMAQ) funds projects and programs in air quality nonattainment areas for ozone, carbon monoxide, or particulate matter, to reduce congestion and improve air quality as well as in former nonattainment areas that are now in compliance.

Coronavirus Aid, Relief, and Economic Security (CARES) Act is a federal relief program in response to economic fallout of the COVID-19 pandemic included funds for state, local governments, and transit agencies.

COVID Relief Funds for Highway Infrastructure Projects (CHIP) was established by Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and provided additional funds for highway infrastructure programs nationwide with no local match requirements. IDOT administered the CHIP program and distributed the urban portion of the funding program to

MPO (**CHIP-U**) and the rural portion of the funding to county governments (**CHIP-R**).

Emergency Relief Program (ER) provides funds for emergency repairs and permanent repairs on Federal-Aid highways and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs.

Federal Lands Access Program (FLAP) provides funding for projects on transportation facilities that are located on, adjacent to, or that provide access to federal lands.

Ferry Boat Program (FBP) provides funds for the construction of ferry boats and ferry terminal facilities.

Highway Safety Improvement Program (HSIP) provides funding for safety improvement projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Illinois Special Bridge Program (ISBP) is an IDOT program, formerly referred to as the Major Bridge Program, allocating federal STBG set-aside funds for local and state bridges that meet eligibility criteria. This program is discretionary, and all proposed projects compete for funds statewide.

Illinois Transportation Enhancement Program (ITEP) is an IDOT program and provides TA set-aside funds for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the region's transportation infrastructure. Eligible projects include bicycle trails, scenic roads, and historic preservation efforts.

National Electric Vehicle Infrastructure Formula Program (NEVI) provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

National Highway Freight Program (NHFP) provides funding to improve efficient movement of freight on the National Highway Freight Network (NHFN) and supports several goals.

National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Interstate highway projects require a 10% match, while other roadways on the NHS require a 20% match.

National Infrastructure Project Assistance Program (MEGA) provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.

National Scenic Byways Program (NSBP) provides funding for highways designated as National Scenic Byways or All-American Roads that are outstanding examples of scenic, historic, recreational, cultural, archeological, and/or natural qualities.

Nationally Significant Multimodal Freight and Highway Projects (INFRA) was established by the IIJA and provides grants for multimodal freight and highway projects of national or regional significance.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) includes both formula and discretionary funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, at-risk coastal infrastructure. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement grants.

Railway Crossing Elimination (RCE) grant provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving safety and mobility of people and goods.

Railway-Highway Crossings Program (RHCP or Section 130) provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) provides funding for

surface transportation projects with a significant local or regional impact.

Reconnecting Communities Pilot (RCP) Program was established by the IIJA and provides competitive grants to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.

Recreational Trails Program (RTP) is administered in Illinois by the Illinois Department of Natural Resources and provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trails.

Rural Surface Transportation Grant Program (Rural) Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Safe Routes to School (SRTS) is an IDOT program and provides TA set-aside funds for projects to enable and encourage children to walk and bicycle to school, improve safety, reduce traffic, and air pollution in the vicinity of schools.

Safe Streets and Roads for All (SS4A) provides planning and infrastructure improvement funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.

Surface Transportation Block Grant (STBG), also known as Surface Transportation Program (STP), funds projects on any Federal-aid highway, including NHS; bridge or safety projects on any public road, transit capital projects and bus terminals and facilities. IDOT administered the STBG program and distributed the urban portion of the funding program to MPO and identified as **STBG-U or STP-U** (Formerly identified as STU) and the rural portion of the funding to county governments and identified as **STBG-R or STP-R** (Formerly identified as STR).

Transportation Alternatives (TA) is a set-aside from the STBG program, formally called the Transportation Alternative Program or TAP, and provides funding for projects encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Urbanized Area Formula Grants (Section 5307) provides federal resources to states and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.

State Funds

Funds originating from the State of Illinois most often come from the IDOT. Some IDOT funds may be used as a match for federal funds.

Economic Development Program (EDP) aids in improving highway access to new or expanding industrial distribution or tourism developments.

Grade Crossing Project provides funding for safety improvements at rail-highway crossings.

Rebuild Illinois (RBI) is a statewide capital plan enacted in 2019 that provided funds for bondable capital improvements; some dollars used to match federal transportation funds.

State Matching Assistance provides counties with funds to assist in matching federal dollars in areas that do not have sufficient tax base to provide adequate local funds.

Truck Access Route Program (TARP) helps local government agencies upgrade roads to accommodate 80,000-pound trucks.

Township Bridge Program (TBP) provides funds for the use of road districts for the construction of bridges 20 feet or more in length.

Local Funds

Funds provided by a municipality, county, or transit district. Local funds are most often used for required match to federal and state funds.

Other Funds

Any dollar put toward a project not associated with federal, state, or local funding sources. There are no such funding sources listed in this iteration of the ALOP.